

**ARTC INLAND
RAIL**

Euroa 2

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EUROA

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PROJECT
REFERENCE
GUIDE

INLAND RAIL IN EUROA

For Inland Rail in Euroa, the station precinct and Anderson Street bridge will need to be modified to safely allow for double-stacked trains and we’re working on designs that consider site conditions, technical issues and community feedback.

WHAT IS INLAND RAIL?

Inland Rail is a fast freight backbone from Melbourne to Brisbane that will transform how we move goods around Australia, with a direct rail transit time of less than 24 hours between these cities. It will better link businesses, farmers and producers to national and global markets and generate new opportunities for industries and regions.

Tottenham to Albury (T2A) is one of 13 projects that complete Inland Rail. T2A is planned along 305km of existing rail corridor from metropolitan Melbourne to the Victoria-NSW border at Albury-Wodonga.

This project will see modifications to existing structures and increased clearances along the rail corridor to provide sufficient height and width to support the safe running of double-stacked freight trains of 1,800 metres in length to be run on the track.

The first stage (north of Beveridge) of the T2A project to be delivered includes modifications to 12 sites along the North East Rail Line from Beveridge to Albury.

WHAT HAVE WE DONE SO FAR IN EUROA?

Since 2018, we’ve worked with the community, Strathbogie Shire Council, V/Line and other stakeholders to investigate possible solutions to enable the safe passageway of double-stacked freight trains through Euroa.

It continues to be a complex process and we’re committed to finding a solution that meets the expectations, needs and interests of as many stakeholders as possible while meeting our government commitments to deliver the project.

Right now, we’re looking at **two options** we believe are feasible for the precinct:

1. Replacing the current Anderson Street bridge with a higher, straighter and safer alignment.
2. Building a vehicle underpass, which would involve removing the existing Anderson Street bridge and closing some access roads.

Both options include track realignment of the west track to run parallel to east track, demolish the V/Line platform, build a new platform to the east, and build a new Disability Discrimination Act (DDA) compliant pedestrian underpass. (see pg. 4–5 for more information).

WHAT’S NEXT FOR EUROA?

We’re continuing consultation and engagement with the community and other stakeholders over the coming months. A key part of this process relates to the proposed Planning Scheme Amendment for local government areas including Strathbogie Shire.

We are requesting the Minister for Planning amend the Planning Scheme for Strathbogie Shire. This means the project can progress without the need for additional planning permits, as long as conditions of the Incorporated Document are met to the satisfaction of the Minister for Planning or other relevant authority.

We sent letters, submission forms and information to thousands of households in April to provide property owners, business owners and other stakeholders with an opportunity to submit any feedback on the proposed amendments by **17 May, 2021** (see pg. 4–5 for more information).

“ Each of the options we’ve considered over the last three years has different community impacts and engineering challenges. ”

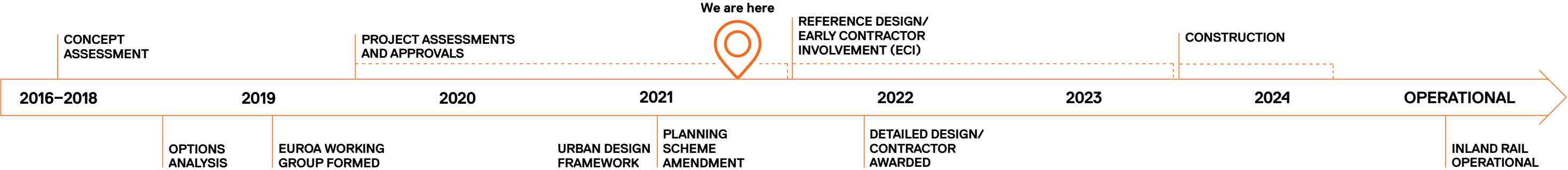


HAVE YOUR SAY ON INLAND RAIL IN EUROA

We are seeking submissions on our proposed Planning Scheme Amendment application from **19 April to 17 May, 2021**. This will include the two proposed options for the Euroa Station Precinct.

Visit inlandrail.artc.com.au/t2a-status to make a submission and find out more. See back cover for more ways to share your views and ideas.

KEY STEPS TO DEVELOP THE EUROA PRECINCT UPGRADE



Developing Inland Rail in consultation with communities

CONCEPT ASSESSMENT (2016–2018)

Identify and assess project objectives, outcomes, benefits and route options. Document technical issues, regulatory requirements, estimated costs, timings and potential risks and opportunities.

CONSULTATION AND OPTIONS ANALYSIS (2018–2019)

Consultation with Council and communities to inform design principles. Identify and assess six options for Euroa rail upgrade design solution.

EUROA WORKING GROUP FORMED (2019–ON HOLD)

Establish Euroa Working Group (EWG) to better understand community needs and feedback on design options. We have placed the EWG on hold to reconsider objectives and establish a clear path forward for collaborating with the community to help us determine a design solution.

PROJECT ASSESSMENT AND APPROVALS (2019–2021)

Undertake site investigations and specialist studies to understand environmental features, technical challenges, progress State and Federal planning and environment approvals. We're currently focused on the proposed Planning Scheme Amendment, which incorporates site-specific controls via an Incorporated Document.

URBAN DESIGN FRAMEWORK (2020–2021)

Comprehensive design and consultation process that brings together the way the infrastructure needs to function with how it looks, feels and works for locals. Ensure the project design is well-integrated and responds to community ideas.

REFERENCE DESIGN/ EARLY CONTRACTOR INVOLVEMENT (2021)

Produce reference design to be provided for community discussion, feedback, and refinement. Engage construction contractor before designs are finalised to review plans and suggest any revisions needed to deliver the project.

DETAILED DESIGN/ CONTRACTOR AWARDED (2022)

Produce detailed design to be provided for further community discussion, feedback, and refinement. Detailed design prepared by construction contractor to define specifics like car parking location, lighting, walkway locations and landscaping.

TWO OPTIONS WE'RE ASSESSING

Right now, we're looking at two options we believe are feasible for the precinct.

Both options would include track realignment of West track to run parallel to East track, demolish the V/Line platform, build a new platform to the east, and build a new Disability Discrimination Act (DDA) compliant pedestrian underpass.



1. Replacing the current Anderson Street bridge with a higher, straighter and safer alignment: this option would require construction of a higher bridge, however would provide the community with a new, modern and safer bridge with wider lanes and upgraded intersections.



2. Building a vehicle underpass: this would involve removing the existing Anderson Street bridge and closing some access roads, however would reduce road noise and improve visual amenity above ground.



Anderson Street bridge, Euroa

PROJECT CONSTRAINTS

Inland Rail requires modifications to various infrastructure across Victoria that are owned by various state and local agencies. This means ARTC must meet the asset owner’s key requirements and engineering standards in addition to relevant regulatory compliance in our design.



Euroa Working Group station tour

The key technical aspects that affect our design planning in Euroa are:

- ▶ Anderson Street bridge is owned by the Victorian Government (Department of Transport – Formerly VicRoads)
- ▶ The bridge forms part of an approved B-Double route (26m vehicle length) known as the C366 arterial
- ▶ The solution must cater for oversize and over mass B-double vehicles with a height clearance of 5.9m minimum and a width of 11.0m minimum
- ▶ The project area is affected by a Flood Overlay and is considered a Land Subject to Inundation Overlay. Design must also consider the requirements of the Strathbogie Local Floodplain Development Plans that notes flood impacts in the area are significant
- ▶ Ensure solution provides unobstructed access for fire, ambulance, police and SES services in cases of emergency.

EUROA WORKING GROUP

Given the level of interest, together with the Euroa Working Group, we explored all of the options for the station in further detail. After robust discussion, a road bridge over the rail line was acknowledged as the most practical solution, but not endorsed without further precinct improvement considerations.

In 2019, the Working Group formed a list of requirements for inclusion into the Euroa site design. The list of requirements was titled ‘Creating a Civic Presence’ (CACP) and captured further concerns over connectivity and visual amenity that they would like to see addressed. ARTC thanks the EWG for providing this valuable information.

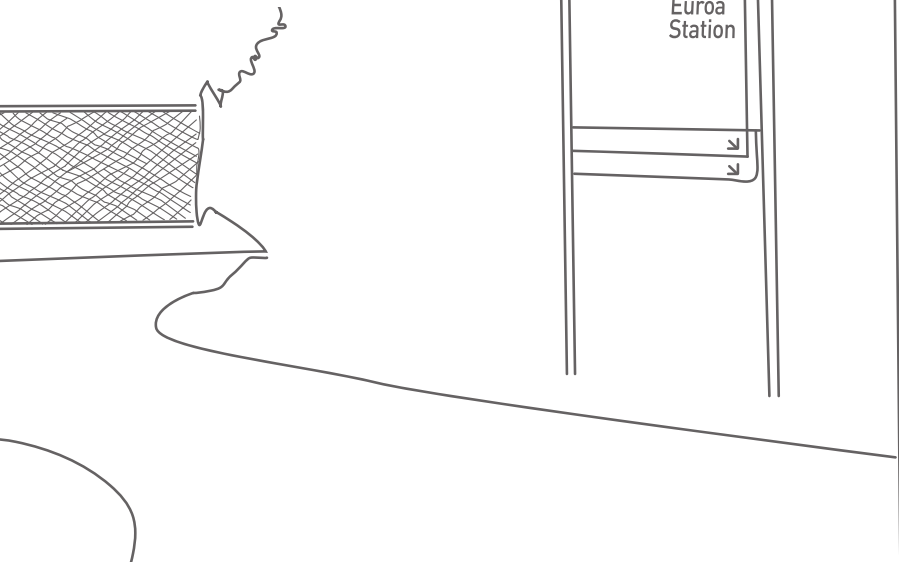
The project has acknowledged these requirements, which now form part of the procurement scope.

We have placed the working group on hold to consider purpose and direction for collaborative community engagement to work through the two design options.

WHAT WE’VE LEARNED FROM LOCALS

Through our conversations with Euroa locals, we have learnt about the history of the area. The Railway Street parking was once a beautiful community garden that was encircled by a convenient road that led to and out of the station platform known as Duke’s Crescent.

Other stories mentioned that the bridge was previously a level crossing, meaning that the north and south of the rail were more visible to each other. The level crossing was also the scene of a sad story when a circus truck was struck by the Spirit of Progress train in 1952, causing two fatalities.



WHAT WE’VE HEARD

To help us assess the different design options for the Euroa Station precinct, we developed the following principles which draw on engineering standards, community feedback, planning and environment requirements and what we’ve learned about the area.



SAFETY

From our conversations with the local community, we’ve heard that a safe and secure passage for both pedestrians and vehicles across the railway is very important.

A safe design will consider night-time safety and lighting, compliance with the Disability Discrimination Act (DDA), traffic impacts on nearby schools and the heavy vehicles that frequently use this road.



CONNECTIVITY

We’ve heard that convenient, easy movement from both sides of town is important to the local community. A well-connected design will allow pedestrians, cyclists, and vehicles to use the shortest and safest route across the railway and allow passengers to conveniently access Euroa Station and North East Rail line services.

We have also heard that there is interest in a direct connection between Hinton and Railway Streets.



FUNCTIONALITY

A functional design will make using the area easy for vehicles, pedestrians and cyclists. This includes easy access to the station platform with plenty of signage and parking for cars and buses.

This road is a key arterial route used by many heavy vehicles; we’ve heard that maintaining traffic flow and reducing delays is very important.



VISUAL AMENITY

The Euroa project area lies at the heart of the town.

We’ve heard that it is very important that the bridge has a positive look and feel that compliments its surrounding environment. This includes turning the area into a precinct that celebrates the station and surrounding historic buildings.



Euroa Station



Artist impression of Euroa Station Precinct, Euroa



HAVE YOUR SAY ON THE DESIGN OF THE EUROA RAIL UPGRADE

In April and May 2021 we'll be seeking your feedback on our proposed Planning Scheme Amendment, which includes Strathbogie Shire.

Email victoriaprojects@artc.com.au


Drop by every **Wednesday at 46 Binney Street, Euroa (10am–2pm)**

Visit inlandrail.artc.com.au/events for more information.

LEARN MORE

The Tottenham to Albury website is a comprehensive resource where we publish regular project updates, documents such as fact sheets and working group minutes, and is where you will find the interactive map.


Check out some recently updated fact sheets:

-  inlandrail.artc.com.au/managing-noise-and-vibration-fact-sheet
-  inlandrail.artc.com.au/urban-design-framework
-  inlandrail.artc.com.au/flora-fauna-vic
-  inlandrail.artc.com.au/aboriginal-cultural-heritage-vic
-  inlandrail.artc.com.au/vic-land-access
-  inlandrail.artc.com.au/planning-scheme-amendment

For more information on the latest approvals processes for the project, visit inlandrail.artc.com.au/t2a-status

WANT TO KNOW MORE?

ARTC is committed to working with communities and landowners, state and local government as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

 **1800 732 761**

 **victoriaprojects@artc.com.au**

 **inlandrail.artc.com.au/t2a**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.